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Newport News, Virginia

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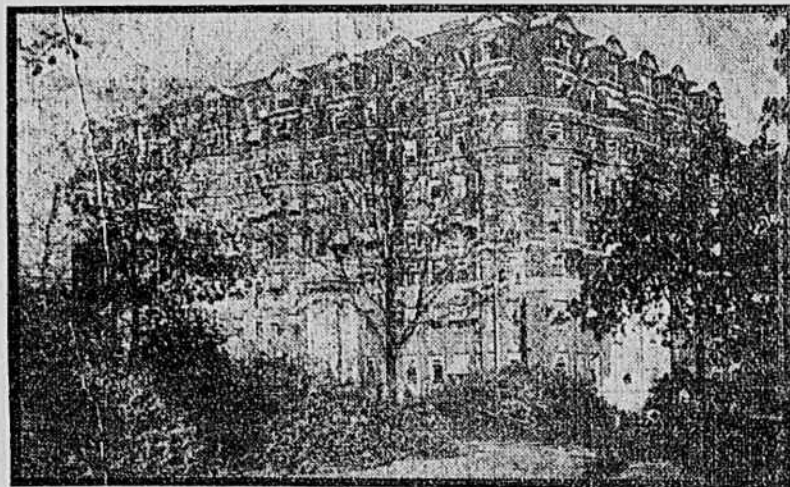
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"ASK MR. BOWMAN,"
1109 East Main Street.

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HOLLAND THE HOME OF PEACE

In recent years the call for arbitration has gone up and down the land, disarmament has been the cry of well-meaning people. Peace congresses have held long and important sessions at The Hague, and in a few months there will be dedicated in this city the Palace of Peace.

At first it seems paradoxical to associate Holland—the usual name for the Netherlands—with peace. Those who know this country best, its land and its history, think of the conflicts which have been waged here, waged against the elements and against man. They think of the country where the rivers run, so to speak, above the heads of the inhabitants, where powerful cities rest below the level of the sea which surges against them, where portions of the cultivated fields are invaded by the waters and in turn freed from them, where islands have been attached to the continent by ropes of sand, and where parts of the solid ground have been transformed into islands.

Holland, without quarries, has erected magnificent buildings and substantial cities; almost without timber she has constructed navies which have dispersed the sea with the most powerful fleets.

It is not astonishing that even a sterile country should, by cultivation, produce grain and stock, but it is surprising that Holland should exist. That which interests the traveler more than the local scenery, the character of the people, or the prosperity of the country, is the mystery of formation and strange destiny which is explained partly by nature and partly by human industry. First is a plain ocean, indented by gulfs and bays, eaten away by interior lakes, and intersected by rivers, Holland seems to have been for ages the arena of combat between land and sea.

In other countries where science seeks to unravel geologic problems, it examines the testimony of the rocks and reads from mountains regarding whose structure history is silent. Human genius follows the action of forces which spent themselves anterior to man's probable entry, but in Holland all is new, the gulfs, lakes and islands, and even entire provinces, and nature has endowed them with that patience and industry that enable them to gather solid and fruitful earth, inch by inch, from a roaring, encroaching sea. No other people but the Dutch are so well fitted to pump, scoop and shovel and rake a fine productive country out of a cold, sour, reedy marsh.

The wind and waves said, "there shall be no land here," the Dutch said, "there will be land here," and out of the conflict there arose

"A land that rides at anchor and is moored,
On which people do not live but go aboard."

THE LAND OF THE MIDNIGHT SUN

The coast of Norway, as seen from a ship's deck, is indescribable, but its rugged, frowning defense of rock is like nothing so much, to me, at least, as a huge branch of the roughest twig of tree-coral built by insects of the mammoth age, who could mold and shape granite itself as easily as do the little coral mites of to-day their sea-foam deposit.

Torn, distorted, fanciful, the rocky coast rises out of the sea triumphant, but ragged as the frayed edge of a long-used battle flag, and to carry the fancy still further, strewn at the feet of the mainland, lie the glass and upon the battlefield, the countless rocky islands that are held in triumph by the sea, the coast-guarding islands that give birth to the fjords.

And the fjords! Children of the ocean. They play the part of scouts and advance guard, rushing far inland by every unguarded road, twisting and turning, dodging the frowning sentinels of mountains or creeping up to their very feet, then flowing back with the receding tide to tell the sea of the land it cannot have, and then their monster mother lashes its poor hostages, and we travelers see such spray and foam, in sharp contrast to such iron-strong black rocks, as are rarely, if ever, seen elsewhere.

Norway is a country full of fairy-tale lore, and when one listens to these fanciful histories of the folk, he believes. Half the crags and peaks are named for the suggestion given by their weird shape.

From Vaagen, for instance, where we spent some days, I saw a wicked gnome and his wife, who, in times past, were turned to stone, he upon a mountain top with his arms across his knees, she in her boat on the beach, just below the Kallen hill, their crime being that they tried to prevent the building of the church at Vaagen, and the sun, catching them, petrified them forever. This is one of the local stories everywhere told of the local rock wonders. The people are reverential, as they must be, living in the face of such stupendous nature, and perhaps much travel in their land may help us in that respect.

While near Vaagen we went over to Stokmarknes, a very busy trading station, and from which place the wonderful day-night may be seen to perfection. The chief interest in Stokmarknes at the time was the annual fair; it is the busiest time of the whole year.

The harbor was crowded, literally filled, with every kind of craft, best described by saying that they were all different from anything else have at home. Boats, tents, tables, shanties, filled all the streets; the people were buying for the year; it was serious work for them if only a scene in wonderland for us. Men were buying boats to which to carry their living, to buy a boat to them is to set up their plant for life. Women, bought the stuffs for the year's wardrobe, and everybody spent a just proportion of the money earned almost always at the risk of their lives, in nonsense and mirth. A gun was fired at a certain time in the evening and every one went for a dance, and as there is an everlasting uncertainty as to when it is night, when day, the dancing kept up long and vigorously.

The fair gave us, perhaps, our best view of the primitive customs of the people of these rocky towns.

It is hopeless in a short space to describe the glaciers and ice fields that were crowded, or the snow-covered iron mountains that in the summer-like spring from an emerald bed of meadow-land at their feet, making the great predominant colors of the landscape green, iron-gray and snow-white.

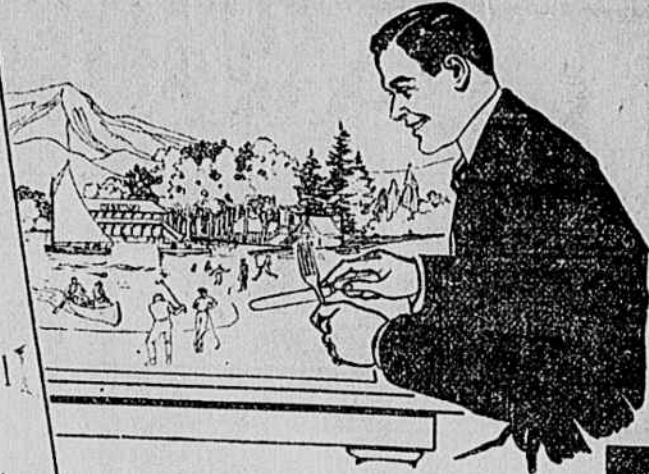
SAILINGS

(Continued From First Page.)

er Laurentie.
May 18, New York, to Bremen, steamer Kronprinzessin Cecilie.
May 19, New York to Rotterdam, steamer Noordam.
May 19, Boston to Liverpool, steamer Franconia.
May 19, Philadelphia to Hamburg, steamer Prinz Adalbert.
May 19, New York to Liverpool, steamer Campania.
May 19, New York to Hamburg, steamer Patricia.
May 19, New York to Trieste, steamer Kaiser Franz Joseph I.
May 19, New York to Havre, steamer France.
May 19, New York to Liverpool, steamer Baltic.
May 19, New York to Copenhagen, steamer C. F. Tietgen.
May 19, Montreal to Trieste, steamer Tyrolia.
May 19, Quebec to Liverpool, steamer Empress of Britain.
May 19, New York to Southampton, steamer St. Louis.
May 19, New York to Marseilles, steamer Roma.
May 19, Montreal to Liverpool, steamer Corsican.
May 19, Montreal to Glasgow, steamer Scandinavia.
May 19, Boston to Liverpool, steamer Devonian.
May 19, New York to London, steamer Minneapolis.
May 19, Boston to Genoa, steamer Celtic.
May 19, New York to Bremen, steamer George Washington.
May 19, New York to Antwerp, steamer Zeeland.
May 19, Philadelphia to Liverpool, steamer Dominion.
May 19, New York to Southampton, steamer Oceanic.
May 19, New York to Libau, steamer Russia.
May 19, New York to Glasgow, steamer Caledonia.
May 19, Montreal to London, steamer Scotian.
May 19, New York to Genoa, steamer Re d'Italia.
May 19, Montreal to Bristol, steamer Royal Edward.
May 19, Montreal to Liverpool, steamer Canada.
May 19, New York to Genoa, steamer Hamburg.
May 19, New York to Bremen, steamer Kaiser Wm. der Grosse.
May 19, Boston to Liverpool, steamer Cymric.
May 19, New York to Rotterdam, steamer Ryndam.
May 19, Philadelphia to Genoa, steamer Stappala.
May 19, New York to Liverpool, steamer Mauretania.
May 19, New York to Genoa, steamer Stappala.
May 19, Baltimore to Bremen, steamer Neckar.
May 19, Montreal to Liverpool, steamer Virginian.
May 19, New York to Hamburg, steamer America.
May 19, New York to Havre, steamer La Provence.
May 19, New York to Liverpool, steamer Adriatic.
May 19, New York to Copenhagen, steamer United States.
May 19, Philadelphia to Antwerp, steamer Manitou.
May 19, New York to Southampton, steamer New York.
May 19, Montreal to London, steamer Ascania.
May 19, Montreal to Glasgow, steamer Letitia.
May 19, Montreal to Glasgow, steamer Heerian.
May 19, New York to Southampton, steamer Olympic.
May 19, New York to Antwerp, steamer Finland.
May 19, New York to London, steamer Minnehaha.
May 19, New York to Genoa, steamer Princess Irene.
May 19, New York to Glasgow, steamer Columbia.
May 19, New York to Fiume, steamer Ivernia.
May 19, New York to Genoa, steamer Taormina.
May 19, Boston to Liverpool, steamer Canadian.
May 19, New York to Havre, steamer Niagara.
May 19, New York to Marseilles, steamer Canada.
May 19, New York to Southampton, steamer Tagus.
May 19, Montreal to London, steamer Corinthian.
May 19, Montreal to Liverpool, steamer Lake Manitoba.
May 19, Montreal to Liverpool, steamer Magnetic.
May 19, New York to Bremen, steamer Kaiser Wilhelm II.
May 19, New York to Rotterdam, steamer Rotterdam.
May 19, Boston to Liverpool, steamer Laconia.
May 19, New York to Hamburg, steamer Pretoria.
May 19, New York to Trieste, steamer Argentina.
May 19, Baltimore to Bremen, steamer Maine.
May 19, New York to Bremen, steamer Grosser Kurfuerst.
May 19, New York to Havre, steamer La Touraine.
May 19, New York to Liverpool, steamer Celtic.
May 19, New York to Hamburg, steamer Kaiserin Aug. Victoria.
May 19, Quebec to Liverpool, steamer Empress of Ireland.
May 19, Philadelphia to Hamburg, steamer Prinz Oscar.
May 19, New York to Southampton, steamer St. Paul.
May 19, Philadelphia to Genoa, steamer America.
May 19, Montreal to Liverpool, steamer Tunisian.
May 19, Montreal to Glasgow, steamer Athenia.
May 19, Montreal to Glasgow, steamer Pretorian.
May 19, New York to London, steamer Newwaska.
May 19, New York to Liverpool, steamer Caronia.
May 19, New York to Antwerp, steamer Lapland.
May 19, Philadelphia to Liverpool, steamer Morion.
May 19, New York to Genoa, steamer America.
May 19, New York to Southampton, steamer Majestic.
May 19, New York to Glasgow, steamer Cameronia.
May 19, New York to Libau, steamer Czar.
May 19, New York to Havre, steamer Rochambeau.
June 1, Montreal to London, steamer Sicilian.
June 1, Montreal to Liverpool, steamer Teutonic.
June 1, New York to Genoa, steamer Molke.
June 1, Boston to Liverpool, steamer Arabic.
June 1, New York to Bremen, steamer Kronprinz Wilhelm.
June 1, New York to Rotterdam, steamer Potsdam.
June 1, New York to Marseilles, steamer Madonna.
June 1, Montreal to Liverpool, steamer Victorian.
June 1, New York to Hamburg, steamer President Grant.
June 1, New York to Bremen, steamer

(Continued On Third Page.)

Menu
Sailing
Canoeing
Rowing
Swimming
Tennis
Golf
Picnicing
Baseball
Walking
Motorboating
Dancing
Cards



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SOURCE OF INFORMATION

(Continued From First Page.)

Checks, Postal Notes and Letters of Credit at the lowest rates. He makes all arrangements for independent travel anywhere, with or without hotels.

Where Tourist Agent Comes In.

All the desirable objects and qualities that people seek in European travel—inspiration, pleasure, recreation, agreeable social experiences, enlarged knowledge of the world—depend for their attainment and enjoyment in actual practice, upon a large number of commonplace and apparently unimportant business details. Unless one has ample leisure and considerable experience, a vacation tour of the Old World, with all its wonderful opportunities, is likely to resemble the Bar-mecide's feast—all the good things displayed in tempting array only to elude the grasp at the moment one expects to enjoy them. There are so many necessary matters constantly requiring the attention and occupying the time meant for pleasure and observation, particularly in the busy height of the season, that even when the "tips" are fortunate enough to "know how" and things go right, a great deal of one's leisure and energies are absorbed. These are the conditions that make the services of the Tourist Agent of value to all travelers for pleasure. Mr. Bowman has made a study of all these things, and he knows just how to fix the unsatisfactory wayfarer up in the necessary shape to enjoy a trip abroad without all of the old time annoyances and setbacks.

Believed of Much Worry.

Whether the vacation travelers in Europe are associated with an escorted tourist party, or prefer to travel independently, Mr. Bowman, through Thomas Cook & Son or some of the other agencies he represents in Richmond, can render useful and efficient service. Whether accompanied by one of the experienced tour directors or not, Bowman's patrons are relieved of all difficulties arising from the differences in language, the frequent customs examinations, the question of "tips," the settling of hotel and other bills, deciding on routes, what should be seen and how best to see it, dealing with the importunate army of carriage drivers, porters and touts, the securing of hotel and other accommodations in the height of the busy season. Should the escorted tour not meet a tourist's requirements, the "Travel Without Trouble" system of unaccompanied, pre-arranged travel enables "fills the bill," and enables the traveler to use to excellent advantage the large organization of offices abroad, with experienced agents, resident staff, corps of uniformed interpreters at ports and stations, and other facilities.

A Model Ship.
To those old-timers who crossed the Atlantic as passengers in the ocean greyhounds of twenty-five or thirty years ago, the number of "features" that are provided for the luxury-loving voyagers of to-day on such a ship, for instance, as the Hamburg-American Line's huge liner, a swimming pool nearly forty feet long, a promenade deck of which hundreds of feet are enclosed in plate glass, four passenger elevators running through five of the decks, are some of the more noticeable features. In most of the ships the detail that most impresses one with the magnitude of the ship is the fact that a crew of 1,100 persons is required to operate her. Roman, Turkish and electric and steam baths, hot and cold running water and marble washstands in most of the staterooms, 220 baths including 150 private bathrooms, are some of the other "modern improvements" that the Imperator possesses. Figures give but an imperfect idea of the size of ships, but that the length of this enormous vessel is 919 feet, that the height of the boat-deck above the keel is 102 feet, and that the displacement is 73,000 tons, may be mentioned, also the

(Continued On Third Page.)

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